

50X1-HUM

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Sverdlovsk Oblast)	REPORT	
SUBJECT	Sverdlovsk Airfields	DATE DISTR.	15 October 1953
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. During summer 1950 and 1951 the airfield on the southern perimeter of Sverdlovsk (N 56-48, E 60-39), Sverdlovsk Oblast, was used by individual training aircraft. A twin-engine commercial aircraft occasionally landed there. No military personnel were stationed at the field. The landing field was covered with grass. Air activity took place only during favorable weather.
 2. The building of the Communist youth organization (Komsomol) was located next to a small building formerly used as a flight terminal. It was generally known that pre-military flight training was only conducted by the Communist organization at the field.¹
 3. Between November 1950 and 13 September 1952 a formation of at least 18 twin-engine aircraft was repeatedly observed over an airfield about 10 kilometers east-southeast of Sverdlovsk. The aircraft, which definitely took off and landed at the field, bore a great resemblance to the former German Ju-88, a mid-wing monoplane with two radial engines, double rudder assembly, long slim fuselage, with an estimated speed of 500 kilometers per hour. The aircraft usually flew in formations of three or nine. They took off and landed individually.²
 4. A civil and military airfield was located in the southern section of Sverdlovsk, northwest of the single-track railroad line to Chelyabinsk (N 55-10, E 61-25). No concrete runways or hangars were observed at the field.

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STATE	x	ARMY	#x	NAVY	x	AIR	#x	FBI		AEC					
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A flight control building, about 15 x 60 meters, was located on the eastern edge, about 100 meters from the railroad line. The field was occupied by 15 to 18 biplanes and some gliders. Allegedly, a pilot school was stationed at the field. There was air activity by biplanes which made local flights and aerobatics. Civilian men and women were trained in gliding and parachuting. The gliders were towed by the biplanes. Individual parachute jumps were occasionally made from altitudes of between 500 and 700 meters. The parachutes opened immediately after the parachutist leaped out of the aircraft.

Comments.

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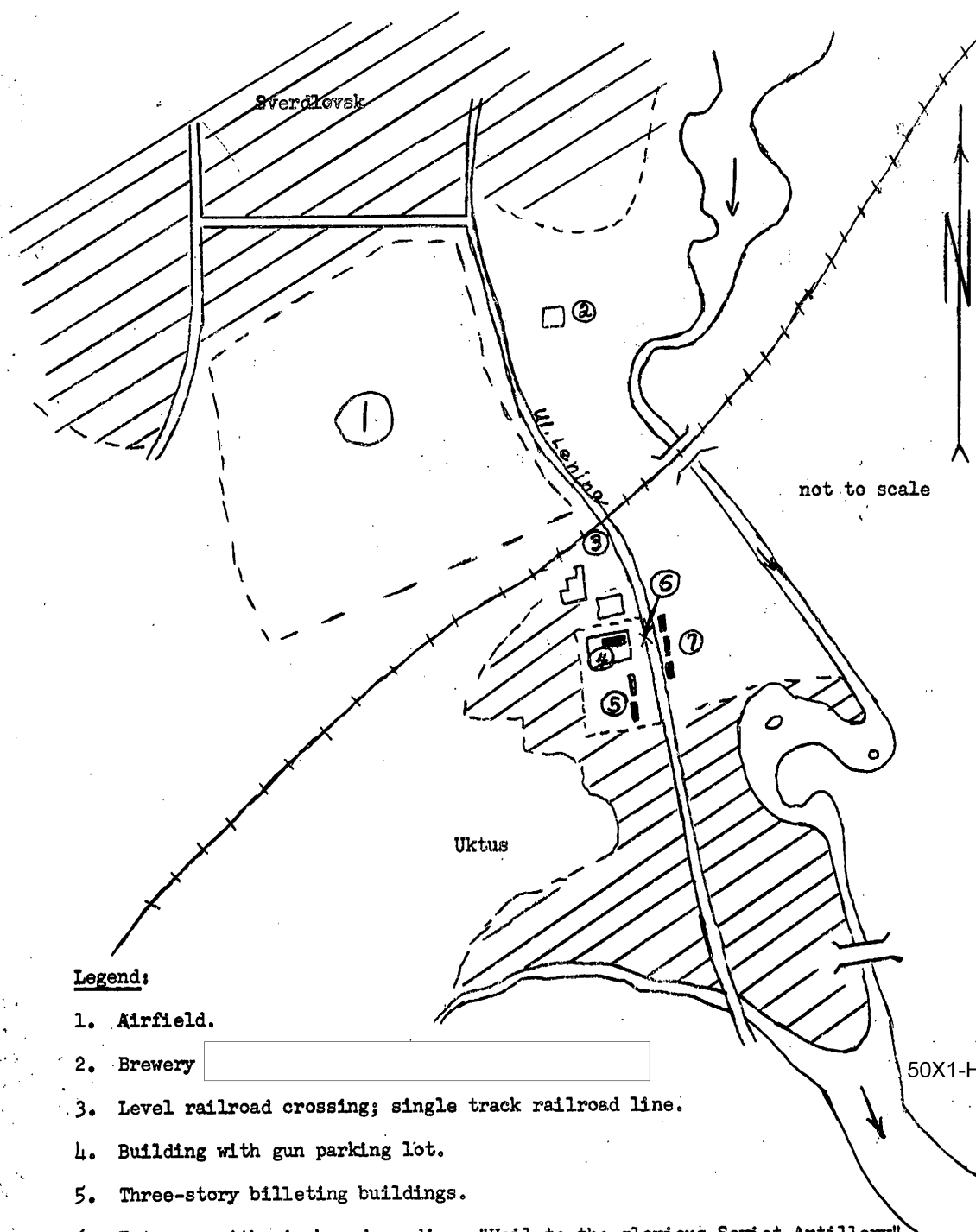
1. Sverdlovsk airfield is known to be an old and unimportant commercial airfield which is occupied by an aviation school for pre-military flight training. See page 3 for location sketch of airfield.
2. Prior to late 1949 repeated reports had been received concerning the airfield southeast of Sverdlovsk. According to this report, the field is occupied by a flying school of civil aviation and by a school for fighter pilots. The type of the twin-engine aircraft cannot be concluded from the vague description. It is possible that they are TU-2s which belong to a bomber unit or bomber school. See page 4 for sketch of the airfield.

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Airfield South of SverdlovskLegend:

1. Airfield.
2. Brewery
3. Level railroad crossing; single track railroad line.
4. Building with gun parking lot.
5. Three-story billeting buildings.
6. Entrance with signboard reading, "Hail to the glorious Soviet Artillery".
7. Wooden barracks building, constructed in the winter of 1950/1951.

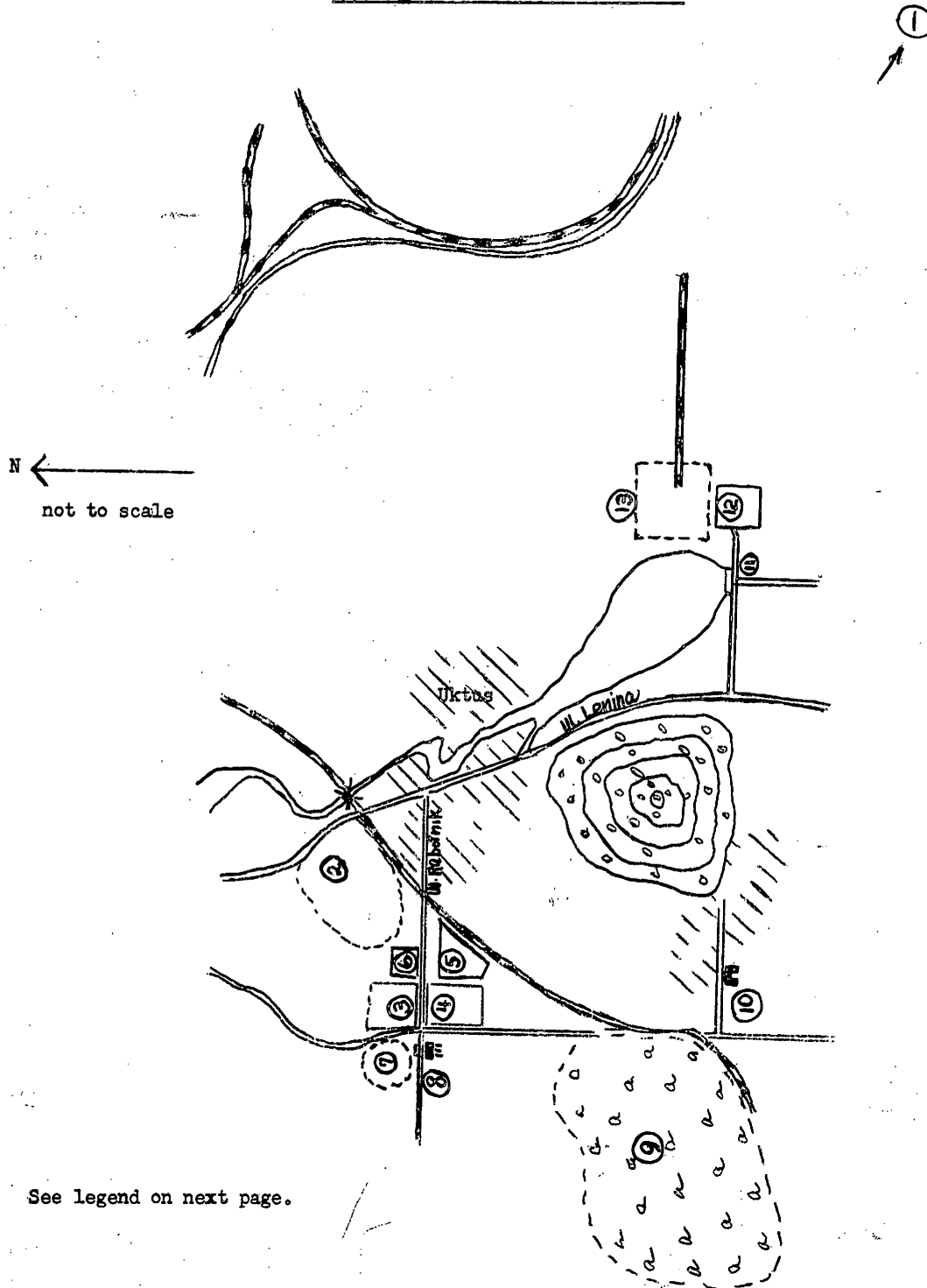
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Airfield Southeast of Sverdlovsk



See legend on next page.

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Legend to Sketch on Page 5.

1. Airfield about 2 kilometers southeast of Sverdlovsk.
2. Airfield just south of Sverdlovsk.
3. New rubber factory (RTI) under construction.
4. Meat combine.
5. Old rubber factory (RTI).
6. PW Camp No. 6118/O.
7. Two-story dwelling houses under construction.
8. Tank barracks under construction.
9. Tank parking lot in the woods..
10. Tank repair shop (Nikonorovka).
11. Small wooden dam.
12. PW Camp No. 6118/H.
13. Ural-Khim-Mash (Ural Chemical Machine Building Plant).

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